

## **JRP LAND/DEEP PINE OVERLOOK NARRATIVE**

The JRP Land property, approximately 48 acres in size, is located directly across SR 195 from the Cheney-Spokane interchange, inside the City of Spokane ("City") and the Urban Growth Area. The property has historically been used for agricultural purposes. On the south end of the property a house, built in 1908, is situated within 200 feet of the ordinary high water mark. Over time 11 outbuildings, many also located within 200 feet of the ordinary high water mark, were constructed to support the agricultural and ranch activities.

Applicant is proposing a long plat subdivision (with a PUD overlay) of 94 lots on approximately 48 acres of land. With over 2,700 feet of Latah Creek frontage to the west, immediate access to miles of public hiking trails to the east, and direct access to Highway 195, this site combines the best of rural living in a close-in location. Applicant is proposing to phase this development in five separate phases.

The City's Comprehensive Plan supports this application by its policies, including, but not limited to LU 1.3, 1.4, 5.1, 5.2, 5.3, 5.4, 5.5 and 8.1. The City previously determined through its Comprehensive Plan and zoning ordinances that the character of the area is dense residential housing. The City's Comprehensive Plan lists the property as both Residential 4-10 and Open Space. The City's zoning regulations list the property as Residential Agriculture and Residential Single Family. For these zones the residential density range is 4-10 units/acre.

However, due to the site constraints and environmental restrictions the buildable footprint is approximately 15-20 acres so we are proposing a PUD overlay. Deviations from minimum lot sizes is allowed via a PUD overlay. We are proposing approximately 94 lots that result in an approximate overall density of 2 homes per acre. Using the buildable area of the plat only, the density would be 6-8 homes per acre. These proposed densities have a lower overall impact on the environment than allowed under current maximum zoning. The deviation to smaller lots sizes allows the plat to meet minimum zoning density.

Although the decision will be ultimately left to the homebuilder, due to the size of the lots the houses thereon will likely range in size from 1,600 square foot two-story townhomes to 3,600 square foot houses on the larger parcels with creek "frontage." We anticipate that all homes will be no more than two stories, sporting prominent front entrance facades with attached two car garages. The development, specifically recognizing its semi-rural surroundings, would lend itself well to the northwest craftsman style of architecture. In our application we will be asking for relief from the rear yard setback requirement for many of the lots in the development (to be later identified), specifically those whose rear boundary lines lie adjacent to open space. Additionally, the PUD overlay provides flexibility for zero lot line townhomes along the eastern edge of the plat, which will be a deviation from the performance standards of the underlying zone.

There is also an optional feature in the plat that is designed to accommodate a mini storage facility exclusively available to residents of the development – see face of plat in

northeast corner. In general, the plat is designed to attract the “downsizing” baby boomer who would like a smaller footprint home close to town, but yet desires to also live close to recreational opportunities (like the High Drive Bluff trail system and Latah Creek). The contemplated storage units will allow people to transition into a smaller footprint will keeping some of their belongings close by.

There is extensive armoring and bank protection lining the shoreline of the JRP Land property. In 1939 the State of Washington revised the scope and location of SR 195. As a result of that project, the course of Latah Creek was forever restricted from ever meandering westward from its present channel. In recognition of the impact these revisions would have on the properties on the east side of the creek, the City and Spokane County jointly installed extensive armoring on the banks of the creek on the south side of the JRP Land property in the 1960s.

In addition to the City’s designation of the property as an area for dense residential development, the surrounding area is characterized by public infrastructure, urban development, a public utility substation, and publically-owned parkland. State Route 195 forms the western boundary of the property. The eastern boundary of the property is bordered by hillside park property owned by the City of Spokane. To the north lies a critical electrical substation owned by AVISTA Utilities. Across SR 195 from the JRP Land property is commercial development, including a grocery store, a convenient store, restaurants, shops and a mini-storage facility. The newly built Cheney-Spokane interchange services the property directly.

Although these characteristics enhance the value of the property, they simultaneously present some development challenges. The east side of the property consists of steep slopes and the west and south borders of the property are within shoreline environments.

The proposed project is just the type of development anticipated by the City of Spokane and its citizens. As stated in the Spokane Riverfront Development Program, “[t]he ultimate goal is the creation of a true ‘River City.’ The people of such an entity will live, work, play and relax, always within the influence and feel of a beautiful river.” Latah Creek is a major amenity to the Spokane and its citizens. However, the geography Latah Valley affords very few buildable areas for living along the creek. Providing living options along Latah Creek will not only avail this asset to the community, but it will also incentivize private enhancement and mitigation of the creek and its ecosystems.

Approximately 90,000 square feet of the project lies within the shoreline area. Applicant is not proposing the construction of any structures within the shoreline area, but is only considering larger project infrastructure (e.g. project utilities and work to be done on an existing bridge). Applicant’s proposal is consistent with the applicable policies, regulations and criteria related to the City’s shoreline regulations. The proposed uses and infrastructure in the shoreline area are consistent with the City’s Comprehensive Plan and zoning designations, the City’s Shoreline Master Program (1982), RCW 90.58 et seq., RCW 58.17 et seq., SMC 17G.080 et seq., SMC 17G.070 et seq., SMC 17E.020 et seq., and SMC 11.15 et seq.

Through the design process we've pulled back away from the shoreline area by an additional 100 feet when compared with our original proposal. While we are continuing to utilize buffer averaging on the Riparian Habitat Corridor, we've reduced the impact of this proposed averaging by reducing the amount of land that we are averaging.